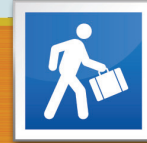




US 90A/SOUTHWEST RAIL CORRIDOR PROJECT NEWSLETTER



A METRORail departs downtown Houston on an existing METRO Rail Corridor.



GET INVOLVED

The New METRO values feedback from the community and has developed an array of activities to communicate with the public during the planning phase. Besides the Public Scoping Meetings, METRO staff has spoken with 16 stakeholder groups (Home Owner Associations, chambers of commerce, economic groups, civic clubs) about the US 90A/Southwest Rail Corridor project. This interaction with the public will continue throughout the project along with public meetings, newsletters and website updates at major milestones of the project. If you would like METRO staff to come to your stakeholder meeting, please call METRO at 713.739.4018. You may also visit the US 90A/Southwest Rail Corridor website on METRO's home page, at www.RideMETRO.org.

PROJECT INTRODUCTION

The Metropolitan Transit Authority of Harris County (METRO) continues to advance work on the Draft Environmental Impact Statement (DEIS) for the US 90A/Southwest Rail Corridor, which was initiated in January 2011. **The proposed US 90A/Southwest Rail Corridor is approximately nine miles of new construction starting at Missouri City to the Fannin South Rail Station, merging with the existing METRORail Red Line up to Wheeler Station.** The proposed line would directly serve Reliant Park, the Texas Medical Center, Rice University, the Houston Zoo, Hermann Park, and the Museum District. METRO hosted four open-house public meetings in February 2011 to identify alternatives and transportation issues in the corridor. This was part of the federal "scoping process". The transportation issues identified for the US 90A/Southwest Rail Corridor are as follows:

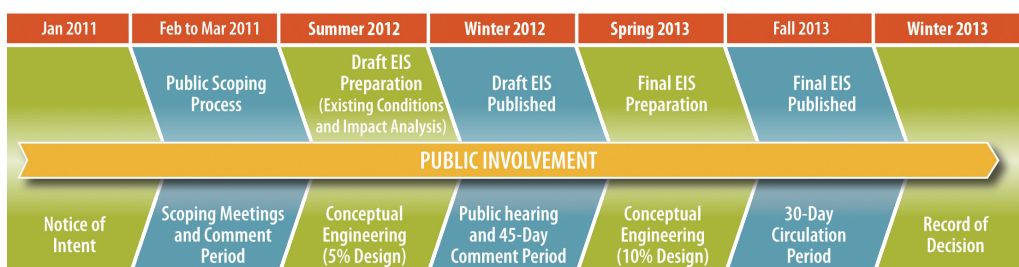
- *There is a lack of transit connections between US 90A/Southwest Rail Corridor residential areas and major activity centers along the corridor and throughout the region.*
- *There is traffic congestion.*
- *The lack of access and mobility within the corridor constrains economic development.*
- *Bus speeds are slow due to operating in mixed-flow traffic.*
- *Anticipated population and employment growth are expected to exacerbate the issues above.*

INITIAL AND SUGGESTED ALTERNATIVES

A set of initial alternatives were developed to address the deficiencies listed above. The initial list of conceptual alternatives was presented during the scoping process for the purpose of stimulating discussion with the public and stakeholders. The initial alternatives spurred the public to suggest alternatives to serve the corridor. In addition to using US 90A as an alignment, suggestions were made to use adjacent thoroughfares and utility rights-of-way to connect to neighborhoods within the corridor.

Alternatives ranged from the Centerpoint Energy easement south of US 90A to a combination of thoroughfares on the north, such as Chimney Rock, S. Post Oak, W. Bellfort, Stella Link, and South Main. Each alignment was evaluated to determine the most feasible alternatives.

DEIS SCHEDULE





LIGHT-RAIL TRANSIT

Light-rail transit will be carried forward as the preferred technology.



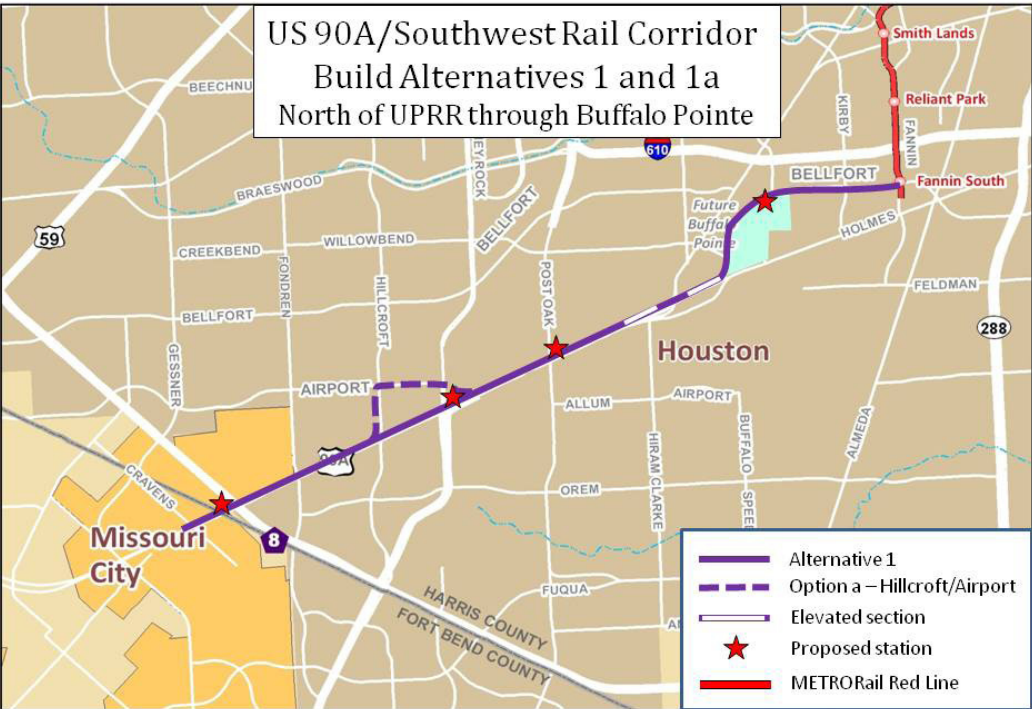
EVALUATION CRITERIA

Screening of the initial alternatives, as well as the suggested set of alternatives that came from the scoping process, was based on broad categories of criteria. They are as follows:

- Neighborhood impacts
- Property access
- Hazardous materials locations
- Competitive travel time
- Impacts to wetlands and flood plains
- Capital costs
- Displacements and relocations
- Traffic impacts
- Direct service to TMC
- Public support for express trip
- Economic development opportunities
- Noise and vibration

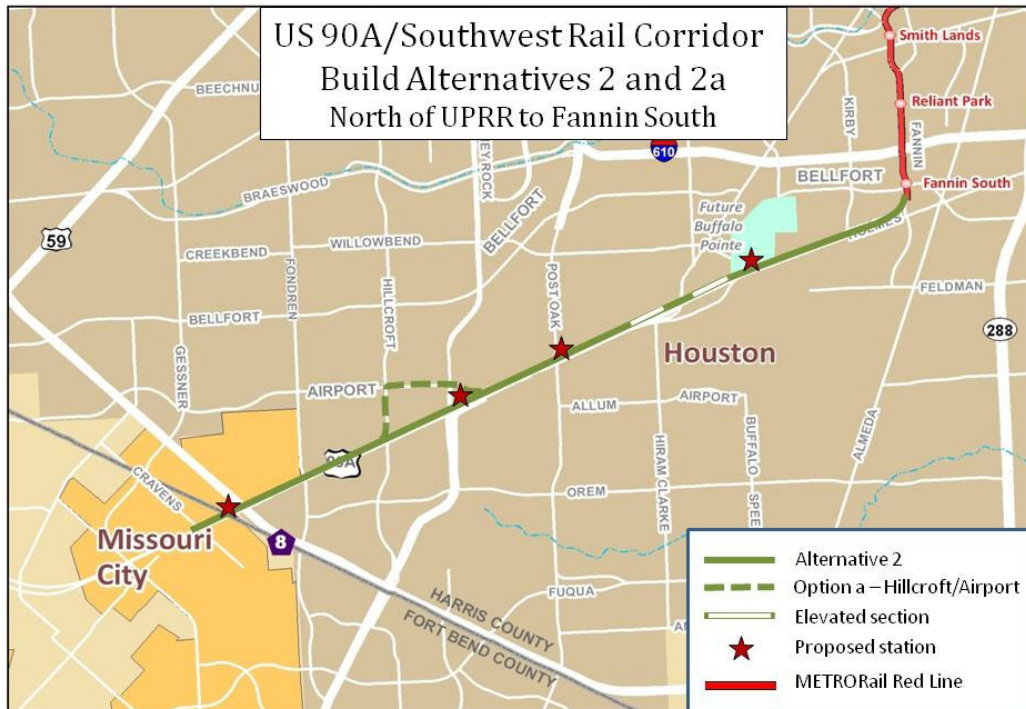
ALTERNATIVES UNDER CONSIDERATION

Following review and analysis of the initial and suggested alternatives, the maps below were developed to highlight the alternatives being carried forward throughout the DEIS study.



Alternative 1 - North of Union Pacific Railroad (UPRR) through Buffalo Pointe: Starting in the vicinity of Cravens Road, this light rail transit (LRT) alternative would run adjacent to the northern edge of the Union Pacific Railroad (UPRR) right-of-way (ROW) and south of the properties to the north. Approximately 50 acres of ROW would need to be acquired. The tracks would be elevated over both connections of the UPRR junction on either side of Main Street. At Buffalo Speedway the alignment turns north and runs through the future Buffalo Pointe development. At W. Bellfort Road, it turns east into the median of W. Bellfort Road to Fannin Street, where it turns north to connect to the existing METRORail Red Line. Stations could be located at Cravens, Hillcroft (or Chimney Rock), S. Post Oak, in the Buffalo Pointe development, and Fannin South Park & Ride (P&R). All stations would have parking.

Alternative 1a - Alternative 1 with the Hillcroft/Airport alignment option: An option to Alternative 1 is to divert northward into the median of Hillcroft to Airport Blvd. where the alignment would turn onto Airport Blvd., extending down the median of Airport Blvd. to Chimney Rock, where it would cross undeveloped land to run adjacent to the north side of UPRR. Additional ROW would be needed on the northwest corner of the US 90A/Hillcroft intersection, the southeast corner of the Hillcroft/Airport intersection for the turn radii, and from Chimney Rock to UPRR. A station without parking could be possible on either Hillcroft or Airport.



Alternative 2 - North of UPRR along Holmes Road to Fannin: Starting in the vicinity of Cravens Road, this LRT alternative would run adjacent to the northern edge of the UPRR ROW and the southern edge of the properties to the north. Approximately 65 acres of ROW would need to be acquired. The tracks would be elevated over both connections of the UPRR junction located on either side of Main Street. Stations could be located at Cravens, Hillcroft (or Chimney Rock), S. Post Oak, Buffalo Speedway, and Fannin South P&R. Parking would be provided at all stations.

Alternative 2a - Alternative 2 with the Hillcroft/Airport alignment option: An option to Alternative 2 is to divert northward in the median of Hillcroft to Airport Blvd., where the alignment would turn onto Airport and extend down the median of Airport Blvd. to Chimney Rock, where it would cross undeveloped land to run adjacent to the north side of UPRR. Additional ROW would be needed on the northwest corner of the US 90A/Hillcroft intersection, the southeast corner of the Hillcroft/Airport intersection for the turn radii, and from Chimney Rock to the UPRR. A station could be possible on either Hillcroft or Airport.





UPCOMING PUBLIC MEETINGS

The second round of public meetings for the US 90A/Southwest Rail Corridor is scheduled for June 5 - 12, 2012. **At these public meetings, topics of discussion will be:**

- **Update on the analysis of alternatives**
- **Potential station locations along the rail line**
- **Potential environmental/economic/cultural impacts**
- **Interlined/continued service up to Wheeler Station**

JUNE 5, 2012 - 11:00 AM TO 2:00 PM

Texas Medical Center Food Court Area (Waterside Café), 6550 Bertner Street, Houston, TX 77030

JUNE 5, 2012 - 6:00 PM TO 8:00 PM

Westbury High School (Atrium), 11911 Chimney Rock, Houston, TX 77035

JUNE 7, 2012 - 6:00 PM TO 8:00 PM

Missouri City Community Center, 1522 Texas Parkway, Missouri City, TX 77489

JUNE 12, 2012 - 6:00 PM TO 8:00 PM

The Power Center (Southeast Ballroom), 12401 S. Post Oak Road, Houston, TX 77045

Any person who requires language interpretation or special communication accommodations is encouraged to contact METRO at 713.739.4018 at least two business days prior to the meeting. Every reasonable effort will be made to accommodate your needs.

Toda persona que necesite de servicios de interpretación de idiomas o de comunicación especial, puede contactarse con METRO al 713-739-4018 al menos dos días hábiles antes de la reunión. Haremos todo lo posible por satisfacer sus necesidades.

需要语言翻译或特殊交流设施的人员请在会议前至少2天联系地铁部门，电话是713 - 739 - 4018。我们将尽力满足您的要求。

Bất kỳ ai cần dịch vụ thông dịch hoặc các hình thức điều chỉnh liên lạc đặc biệt cũng có thể liên hệ METRO qua số 713-739-4018 ít nhất hai ngày làm việc trước buổi họp. Chúng tôi sẽ cố gắng hết sức để đáp ứng nhu cầu của quý vị.